





## Today's Advertisements.

## TO TEACHERS.

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MAKES LESSONS A PLEASURE TO SCHOLARS.

To be obtained at:—

Messrs. KELLY & WALSH, Limited, Hongkong, Shanghai Yokohama and Singapore  
Messrs. W. BREWER & Co., Hongkong and Shanghai.  
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## THE NEW CENTURY SHOW

CROWDED FROM RING TO ROOF

## WARREN'S CIRCUS

New Faces, New Acts, and Greatest Sensations.

Successful beyond the most extravagant Praise.

Every item cheered to the echo.  
Saturday Night's Enthusiastic Demonstration of the vast audience a Verdict of Unanimity that needs no comment.

TO-NIGHT,

the 16th instant, at 9 P.M.

GALA SPECIAL MATINEES.

on

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afternoons, at 4 P.M.

Frequent change of Programme.

BOX PLAN at

Messrs. ROBINSON PIANO CO.

W. PFLUEGER,

General Representative.

Hongkong, 16th April, 1900. [495b]

THEATRE ROYAL

Manager:—MR. JAMES BELL.

FOR A LIMITED NUMBER OF NIGHTS.

Commencing

MONDAY, 23rd APRIL.

ADVENT OF THE WORLD-FAMED

ADA DELROY COMPANY.

12 STAR ARTISTS 12

with several

STARTLING SENSATIONAL

NOVELTIES.

A BOOM

IN AMUSEMENT ENTERPRISE

THE CAUSING A GREATER

THE BOOM SENSATION

OF THE TRANSVAAL WAR.

THE BOOM OF THE

SEASON See Later Advertisements, Bills, Circulars.

The World Press Notices, &amp;c., &amp;c.

Admission \$3, \$2 and \$1. Box Plan at

ROBINSON PIANO CO.

JAMES MORGAN,

Business Representative.

495b]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAINUN."

Captain Hodgins, will be despatched for the

above Port, TO-MORROW, the 17th instant,

at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAURIE &amp; Co.,

Hongkong, 16th April, 1900. [495b]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR KOBE AND YOKOHAMA.

THE Steamship

"ESKDALE,"

will be despatched as above on THURSDAY,

the 19th instant.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 16th April, 1900. [497b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

Taking Cargo at London Rates.

THE Company's Steamship

"HECTOR,"

will be despatched on

FRIDAY, the 20th instant.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 16th April, 1900. [371b]

THE OSAKA SHOSHEN KAISHA,

LIMITED.

FOR SWATOW, AMOY AND

TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"

Captain J. Sato, will be despatched for the

above ports, on FRIDAY, the 20th instant,

at Daylight.

For Freight or Passage, apply to

THE MITSUBI BUSSAN KAISHA,

Agents.

Hongkong, 16th April, 1900. [446b]

THE OSAKA SHOSHEN KAISHA,

LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI-MARU,"

Captain K. Sobajima, will be despatched for the

above Ports, on SUNDAY, the 22nd instant,

at Daylight.

For Freight or Passage, apply to

THE MITSUBI BUSSAN KAISHA,

Agents.

Hongkong, 16th April, 1900. [447b]

## Intimation.



A. S. WATSON &amp; Co., LIMITED.

## WINE &amp; SPIRIT MERCHANTS.

## RAINIER BEER.

PURE, SPARKLING

INVIGORATING

AND

HEALTHGIVING.

Undoubtedly the best Beer that has yet  
been brewed in America.

PRICE:—

Per Case of 6 dozen PINTS.....\$13.50 net

4 QUARTS.....\$13.50 net.

Sole Agents for Hongkong and South

China:

A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

## The Hongkong Telegraph

HONGKONG, MONDAY, APRIL 16, 1900.

## REUTER'S TELEGRAMS.

## THE WAR.

## WEPENER.

LONDON, April 13th.

The Times correspondent at Bloemfontein wires that Dalgety occupies a position outside Wepener and the Boers hold the town.

Various telegrams to hand refer vaguely to fighting at Dewetsdorp by which it is inferred that the column from Bloemfontein is advancing on Wepener.

LATER.

Reuter's correspondent at Bloemfontein 13th inst. says it is reported the Boers at Wepener have been repelled with great loss and have relinquished the attack, returning North.

General Chermiside with the 3rd division has arrived at Reddersburg from Bethany.

The Censorship is strict and exciting developments are expected.

## GERMANY AND THE PEACE DEPUTATION.

LONDON, April 14th.

Dr. Leyds met the Boer Peace deputation at Milan and a prolonged conference ensued. The deputation proceeds to the Hague to-morrow.

The German Consul at Milan called during the conference, and the papers state that he was present at the latter part of it. The papers also announce that Count von Buelow who was staying at Pallanza went to Milan yesterday, presumably to see the delegates, and stayed some hours. The Daily Mail adds that Dr. Leyds had a long interview with Count von Buelow in the morning.

## LOCAL AND GENERAL.

THE Arms and Ammunition Ordinance, 1900, is published in the Gazette.

Mr. T. Sercombe Smith is appointed Acting Puisne Judge, during the absence of Mr. A. G. Wise.

THE Surprise, French gunboat, Capt. Mornet, arrived here from Saigon on Saturday at 1 o'clock.

THE Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—  
Tai Shing Paper Manufacturing Co., Ltd. \$25

WE regret to hear of the death of Mrs. H.H. Fox yesterday, at the Peak Hospital, Hongkong, from typhoid fever. Mr. Fox is also ill with the same fever, and was unable to see his wife. Mrs. Fox was the daughter of Mr. and Mrs. Bassett of Shanghai, and much sympathy is felt for them and Mr. Fox, (British Consul at Samshui), who will, we hope, soon be on the road to recovery.

WIDESPREAD pleasure is felt at the announcement that Her Majesty has conferred the Companionship of the Bath upon Captains Percy Scott and the Hon. Hedworth Lambton. The captains of Her Majesty's ship "Terrible" and "Powerful" have done splendid service to their country in connection with the defence of Ladysmith and the campaign on the Tugela. It was Captain Scott who designed the carriages by which the naval guns could be transported ashore and from which they could be fired, and it was Captain Lambton who commanded the naval contingent which took two of them into Ladysmith, and fought them there. The part which these guns took in the defence of Ladysmith, where the British field-pieces were hopelessly inferior in range and in weight of metal to the Boer guns of position, is now famous; indeed, it is hard to say too much for them, but for the services of Captains Scott and Lambton, the garrison could hardly have held out as long as it did.

## THE NEW SOLDIERS' CLUB.

On Saturday afternoon at five o'clock, H.E. the General Commanding formally opened the above institution.

His Excellency accompanied by Mr. Gascoigne, the Misses Gascoigne, and Captain Prefiss, A.D.C., at once inspected the premises, and all expressed themselves as well pleased with what they saw. Subsequently those present assembled in the large room and His Excellency addressed some observations to them, telling of the objects with which the Club had been established and giving much the same account of the matter as appeared in our columns a few days ago, and went on to say:—Now I have told you as far as I can everything connected with the building. There is one thing which will rather amuse you. When the officers met the other day we thought to ourselves that we should throw the club open to day, and so we informed the Manager that it was intended to open the club to-day instead of on Monday, so that the members would be able to make use of it during the holidays. The Manager was horrified at this. He said his beer would not have had time to settle and that this would give a bad impression of the place. (Laughter.) He said that if I knew the men at all I did not think they would be likely to be affected by that. (Hear, hear.) Therefore I have thrown the club open to-day. I say again, about the list of papers and other things, you must remember that this has given us a great deal of thought. At the same time we may have neglected certain things. All you have to do is to bring these things before us. But I feel perfectly sure you will recognise that we have done the best we could, and I look forward to the thing being a great success. All I can say is that it is a success, if it does meet your wants, I shall esteem myself the most fortunate of men that during my term of command, although I had very little to do with the matter myself, I believe it will turn out to be one.

(Applause.)  
Garrison Sergeant-Major Brown said:—General Gascoigne, on behalf of the warrant officers, non-commissioned officers, and other soldiers of this Garrison, I beg to tender to you, sir, our thanks for the honour you have done us in opening this club. I am aware, sir, that to you principally the Garrison are indebted for starting the club by the influence of your position as General Officer and by a most bountiful donation in money. To the other officers we also owe our thanks for supporting your appeal by money and by energetic help. Hongkong badly needed such an institution, a comfortable and respectable home for the soldiers, and, sir, I know that your zeal for our welfare will be highly appreciated by the Garrison to a man. In thanking you, sir, as the mover and head of this scheme to improve the position of the soldier in Hongkong and to administer to his comforts, I beg also to thank all officers of the Garrison for the assistance they have given to the movement. (Applause.)

Private Miller, R.W.F., said:—I beg, sir, to second this motion, and on behalf of the soldiers to tender to you, sir, and the officers our best thanks. We badly wanted a comfortable club in Hongkong, and one is now for us. We heartily appreciate the kindness now shown to us. (Applause.)

H.E. the Major-General I beg to thank you both very much for the kind words you have said. I again repeat that I have taken a very small share in it. I could not have done it by myself. I had to entirely depend on others. It is these others you have to thank. I feel perfectly certain you will appreciate the fact that the younger officers quite as much as the seniors have all joined in the work and taken as much interest in it as the seniors. (Hear, hear.) Now I have to declare the club open and wish it every possible success. (Applause.)  
Heavy cheers, followed by "Huzzas," were given for His Excellency and Mrs. Gascoigne and the Misses Gascoigne.

## A PLEASANT EVENING AT QUARRY BAY.

An unusually interesting and pleasant Meeting was witnessed at Quarry Bay on Friday Evening last.

The Members of the Taihook Club had invited the Members of the Royal Engineers Sergeant's Mess to join with them in giving a good "send off" to a Mr. Robert Perrie who was to leave for home the following day.

Mr. Perrie who had been on the staff of the Taihook Sugar Refinery for over eight years was held in the highest esteem by the other members of the staff, on account of his general disposition, and quiet unassuming manner. He was also a general favourite amongst the members of the Royal Engineers Sergeant's Mess, and it was largely owing to his influence in getting up billiard matches, card parties etc., between the Club and the Mess, that a very cordial and pleasant feeling now exists between them and as stated above they met in the Taihook Club Rooms on Friday evening last to bid Mr. Perrie good bye and "Don voyage." The musical talent supplied by the Engineers was a feature of the evening's proceedings which will not soon be forgotten by those present. Sergeant Burrell of the Staff Sergeant's mess kindly presided at the piano, and played the accompaniments in a manner worthy of the highest praise.

In the course of the evening Mr. Perrie was presented with a gold Albert and appendage bearing the following inscription:—T. K. S. R. Co., Ltd. presented to Mr. Robert Perrie as a token of esteem by the European Staff on the occasion of his leaving for home, Hongkong 14th April, 1900. Mr. Lochead in making the presentation eulogised the character of Mr. Perrie in most laudatory terms. Several speeches followed, all couched in similar language, and a most pleasant and enthusiastic meeting was brought to a close by singing "For he's a jolly good fellow" Auld Lang Syne and the National Anthem—Communicated.

## THE SHAM EMPEROR.

A native correspondent of the N. C. D. News, writing from Wuchang near the recent decapitation of the sham Emperor, throws some additional light on the matter. He states that the man was beheaded on the 25th of March last, that he was a Shansi man of the name of Li Ch'eng-n'g and the son of a very old and wealthy family of that province. In his final "confession," which the presiding Judge extracted by the usual tortures, Li Ch'eng-n'g declared that this was his name (which eventually proved to be a fact) and that all others given by him to the mandarins were made up on the spur of the moment. It is further stated on very good authority that the Viceroy Chang Chih-tung's first intention was to deal leniently in the matter, and merely send the man home to his parents to be confined as a monomaniac; but that it so happened that H. E. received a letter from Li Ping-h'ng, who was *en route* overland, from Hoonan to Wuchang, warning H. E. that any sentence short of decapitation would compel him (Li Ping-h'ng) through the duty he owed the Empress Dowager to denounce the high authorities of Wuchang of connivance with her enemies. This settled the matter, and the sham Emperor was led to execution the same day. Viceroy Chang, however, exercised what mercy he could, and simply had the man decapitated, whereas law demands that the prisoner in such cases must first suffer *ling-ch'ih*, or the "slicing" process, before being beheaded. How Li Ping-h'ng would take this, when he learns of the result, Wuchang, remains to be seen. Finally, owing to the widespread knowledge of the case amongst foreigners, Viceroy Chang had the sham Emperor's photograph taken before his execution, and has had nearly a hundred copies struck off, for the purpose of distributing them to the Consuls and merchants of the various Treaty Powers residing at Hankow, in order to show that the executed man was really a sham, and that the real Emperor is still in Peking.

## LAUNCH OF A RUSSIAN TRANSPORT.

SHANGHAI, 7th April.

At Messrs. Boyd & Co's, Dock, at Pootung, yesterday, a new steamer built for the transport of artillery, and built for the Russian Government, was successfully launched. A previous attempt had been made on Thursday afternoon, but after two hours' hard work the attempt was then abandoned. A large number of visitors gathered at the dock yesterday, and it was only at 5.40 p.m. that the steamer was got off. The christening ceremony was performed by Miss Minnie Law, that lady smashing the orthodox bottle of wine on the ship's bow as she moved off. The bottle was tied with Russian colours, red white, and blue, and attached to it was pretty bouquet. The Russian Acting Consul-General, Mr. N. Lupinev, was present with his staff, and handed a handsome bouquet to Miss Minnie Law when she had christened the ship. Amongst others on the platform at the vessel's bow were Mrs. Prentice, Miss Ada Law, Mrs. Hoeter, and Mrs. Johnston, Messrs. Prentice, Johnston, C. W. Hay, directors of the Dock, and most of the heads of the various departments at Pootung.

The new vessel, which has been christened the *Bogatyr* (a valiant man) presented a very fine appearance as she rested on the ways, her two pole masts, bearing the Russian transport flag, setting off the pretty run of her hull. She has a straight stem and a very nicely modelled stern, which gives her a really fine appearance, and as she passed the water, the best colour for showing off a ship, the effect is still further heightened. The *Bogatyr* is built of Siemens-Martin steel, and the work put into her construction has been of the best throughout. Her length over all is 132 ft; her beam, 25 ft; depth moulded, 12 ft. For her work of carrying troops she has excellent accommodation, the lower deck space aft being fitted for the troops, who will use hammocks. The cabins for the officers are finished in polished hardwood and Japanese elm panels, and the upholstery is in crimson velvet. Electric light, provided for numerous even to the masthead and side lights. The captain has his chart-room and cabin on top of the midship superstructure, and besides the ordinary compass one of Sir William Thomson's standard instruments is fitted on the bridge. The engines are of the inverted compound, surface condensing, direct action type. Her cylinders are of 16 in. and 38 in. with a stroke of 27 in. The boilers are of the return tube pattern, working to a pressure of 145 lb. to the square inch, and the speed of the craft will, it is believed, be 12 knots. There are two galleys, fitted in modern style on the upper deck, and forward is a steam winch for anchor work, while another is located aft for loading and unloading military stores. Altogether the *Bogatyr* is an excellent specimen of marine architecture, and Messrs. Boyd & Co. deserve credit for their work.—N. C. D. News

## RE CHINESE CONCESSIONS: WHY IS NO SUBSTANTIAL PROGRESS MADE?

"A Hankow Resident" writes to the N. C. D. News as follows:—  
We are informed by Reuter that, in the course of a long debate in the House of Commons, Mr. Brodrick in reply to Mr. Joseph Walton said:—"That many cases of railway concessions had been obtained, but no work had been done. He said China was justified in requiring some substantial progress."

On reading the above, I wondered where I had met with a similar story before. There was something strangely familiar in the picture of a beneficent providence, seated in dignified state, extending concessions to needy applicants, anxious only that these should be duly improved, and deeply grieved over every case of neglect. At last I got it: it is the parable in the gospels over again. We read there that a certain nobleman called before him certain persons, and handed over to them certain funds which he desired them to occupy and improve. They all did well, with the exception of one "wicked servant," and he, when the nobleman who "was justified in requiring some substantial progress" called him to account, was properly and severely punished.

Incredible as it may appear to those of us who have our business in this country, and know something about it from personal experience, there can be no manner of doubt but that the above is the light in which the home official mind regards the China Concessions question. British merchants in general, and concession-

holders in particular, are constantly being blamed by Lord Salisbury and those in office under him because, either from apathy, ignorance or cussedness, they fail to take advantage of the splendid opportunities which good old China, at the instigation of a paternal British Government, so freely places in their way. They are all "wicked servants," but the blame is not just.

Concessions are of various sorts. There are railway concessions, mining concessions, inland navigation concessions, concessions of new ports, etc., etc. With regard to the great majority of these, it may be truthfully said that no substantial progress is being made in the way of turning them to good account. Whose is the fault? With all deference to their various Excellencies, foreign and native, I venture to assert it is not the merchants. In proof of this, I would adduce the case of the great concession of the opening of Hunan to foreign commerce by means of the new port at Chengling. This is dealt with in the *Daily News* of March 29th, where we read:—"What is in many respects the finest province in China, inhabited by some twenty millions of the best men in China, is now practically thrown open, and it remains for foreign merchants to take every advantage they can of the opportunity. If a large trade does not soon spring up with Hunan, it will be the fault of the want of enterprise on the part of foreigners."

Now the port of Chengling has been open for four months, and yet not a single foreign merchant has settled there. The Imperial Customs have collected no money, and although foreign steamers pass it on the way to Ichang almost every day, it is quite the exception for them to take the trouble to call in, and why? The fault of want of enterprise on the part of foreigners? By no means.

Suppose that a merchant, anxious to push trade in Hunan, sets up at Chengling, his first enquiry, whether he wishes to buy or sell, would be where are the customers? It is only a little town with few inhabitants, and those of the poorer class. Were every spare inch of space to pass to the merchant's pockets the total sum would not pay his running expenses. As in buying there is nothing to be found for sale save a few piculs of rice, and the ordinary domestic utensils used in the cooking and eating of it. But perhaps traders will come from the interior? Perhaps they will, but perhaps also, and more likely, they will continue their journey down river to the larger market of Hankow, as they have hitherto been accustomed to do. At all events, to stand patiently on the banks of the Yangtze, day after day, like a fishing egret on one leg, in the hope that an occasional minnow may come in his net, is not the kind of enterprise the British merchant cares for, and those who expect him to do it will be disappointed.

But perhaps the merchant will be able to travel from Chengling and trade in the great cities in the interior of the province? In that case Chengling would be useless, as the travelling could be equally well done from Hankow, or any other point. As a matter of fact, however, this method is not at present feasible, and if it were, it would not be permitted by the authorities, as being against the treaty, and entirely without excuse now that a Hunan port has been specially provided for the purpose of foreign trading.

Lastly, there is the question of Chengling as a transhipment depot. To quote again from the N. C. D. News:—"The natural course would seem to be that the new port of Chengling, or Yochow as it is officially called, should be the depot from which large, light-draught steamers should run with passengers and goods up the Yangtze river. A link station has been established within a hundred yards of the Custom House at Chengling, and goods have only to be cleared at that station to be free from any stamp or taxation of any kind to beyond Shanghai. This is a very notable concession, and shows the liberal spirit in which the Hunan authorities have met the establishment of an open port at Chengling." A notable concession indeed! The link station, spoken of is an old-established institution, and native boats clearing there have exactly the same privileges as are said to belong to the foreign steamer. The fact is, the trade of Hunan has not yet been strangled by an infinite number of link stations, as is the rule in other provinces. Once a native boat has cleared at the main link station at the entrance of the province—in this case at Chengling—it is free to sail at destination. Under these conditions shippers are not likely to pay foreign customs charges plus foreign steamer freight, and then pass the native link station when, subject only to a little longer time on the road, goods can go forward by native boat, and pass the link only.

But the whole question is, altogether too ridiculous for argument. The mere fact that the merchants refuse to go near the place is sufficient to condemn the whole scheme. As well say that it is want of enterprise which prevents the bee, from gathering honey from certain flowers, or the hog, from rooting in the earth where there are no potatoes, as give this as the reason why no merchants regard new openings. The commercial instinct for a profitable trade is as strong as ever it was, and if any place of trade is neglected we may be sure there are good and sufficient reasons for it.

For the information of Mr. Brodrick, it is worth while to consider another case. Some time ago China conceded to foreigners the right of steam navigation on the inland waters. Great things were expected from that. Waterways are practically ready-made railways, and the vision of small steamers, deeply laden with foreign goods, ploughing their way up all the multitudinous rivers and canals, gladdened the heart of the depressed foreign trader. There has been time enough now to allow of substantial progress being made, such as China is justified in requiring, but here again "the lack of enterprise on the part of foreign merchants" has defeated no end of governmental good intentions.

These central provinces are bountifully supplied with waterways, and these again with large and opulent cities, standing on their banks, whose streets are blocked with "bales of goods crying out to the foreign steamer: 'Come and take me.' But it never comes. There is not a single foreign steamer to be found ploughing on these inland waters. The few there are are under the native flag, and strictly confined to the passenger trade. Further, it is only those which are the property of official which seem able to continue running. Native merchant companies start and start in the steamer line, but it is seldom long before they find themselves in trouble and come to grief. It may be different elsewhere, but such is the case throughout the immense region of which Hankow is the centre. What is the reason? Simply this: the poor trader finds himself powerless to surmount the infinite number of obstructions placed in his way by the same amiable China which originally granted the concession. Yes, the foreigner is allowed to have steamers, but the steamers must not have any engines, or the engines any coal. They must not carry any cargo, or go very far away; they must stop when they are told, and make no complaints, and if they do not make all the blame.

The fault is entirely with the Chinese officials themselves, and they act in this way possibly for the same reason, viz. "dogs taking to bite and bite," because "if they bark, but possibly they also do it for fun."

The late Alex. Price, of the Club, genial and kindly man though he was, used to say he always liked to have a few copper dollars by him to give to the people who came around clamouring for subscriptions; it was so nice to see their gratitude. Then his eyes would twinkle and he would laugh deep down inside. In the same way the mandarins in spite of their stolid faces, must often laugh under their embroidered breast and back pieces at the hearty way in which their counterfeit concessions are generally received and made much of. And they have all the more reason for mirth in the fact that there is generally money in it for themselves, though the foreigner may not be able to finger any.

One would like to ask Mr. Brodrick how it is that the British Government itself occasionally fails to make the substantial progress which China is justified in requiring, with regard to concessions which are more particularly the B. G.'s own affair. There was one in particular which made a mighty noise at the time it was obtained, and brought H. M. Minister great kudos, but we never hear a word about it now. It was conceded to him that the Chinese Government would never alienate the Yangtze valley to any Power save England. This was put forward as meaning that China had conceded some special rights which England would forthwith proceed to specify, and to define the area to which they applied. Demands that this should be done were frequent both in Parliament and the Press, but no substantial progress was made. Instead, we were at length informed that it was not a concession made to England at all, but simply an engagement, that China would not alienate the Yangtze Valley to any Power. Finally, we learned that like the showman's drum, in spite of all the noise it made, when looked into there was really nothing in it.

To conclude: it seems to me the whole situation may be faithfully summed up as follows:—The Mandarin version of the old homely proverb runs:—"The proof of the pudding is in chewing the bag." Accordingly, having first carefully removed whatever pudding there may be for their own private eating, the Chinese High Officials present the hungry concessionaries with this delicacy, and tell them they are justified in requiring that substantial progress be made. Then, to add insult to injury, when the concessionaries get sick of it, they are solemnly lectured on their lack of enterprise.

## THE FAR EAST IN PARLIAMENT.

THE PACIFIC CABLE SCHEME.







## Auctions.

GOVERNMENT NOTIFICATION.  
No. 136.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

WEDNESDAY, the 18th day of April, 1900, at 3.00 P.M., are published for general information.  
By Command,  
F. H. MAY,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 31st March, 1900. [487b]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Wednesday, the 18th day of April, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsai, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the Queen for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
1	Mong Kok Tsai	100 ft. by 100 ft.	10,000	\$100	\$1,000

GOVERNMENT NOTIFICATION.  
No. 137.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

WEDNESDAY, the 18th day of April, 1900, at 3.15 P.M., are published for general information.  
By Command,  
F. H. MAY,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 31st March, 1900. [488b]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Wednesday, the 18th day of April, 1900, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Quarry Bay, in the Colony of Hongkong, for a term of 99 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the Queen for one further term of 99 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
1	Quarry Bay	100 ft. by 100 ft.	10,000	\$100	\$1,000

## Intimations.

## ABRIDGED PROSPECTUS.

## THE "CHEONG FAT" FERRY CO., LIMITED.

Incorporated under the Companies Ordinances, whereby the Liability of each Shareholder is limited to the Amount of his Shares.

CAPITAL: \$100,000.  
In 4,000 fully paid up Shares of \$25 each of which 1,000 Shares will be offered for Subscription.

Terms for Subscription:—\$5 on Application \$10 on Allotment.

Balance at call in Instalments, One Month's Notice to be given in respect of each Instalment called up.

Applications for Shares accompanied by a Deposit of \$5 per Share must be sent in to the NATIONAL BANK OF CHINA, LIMITED, on or before 18th of April, 1900.

For Forms of Application, apply to the General Managers.

## Board of Directors:

Mr. LOO KOON-TING of Kwong Wing Sang Firm.

" CHAN KAI-MING of Opium Farm.

" HU SHUN-CHUN of Opium Farm.

" TAM TEE-KONG of Chai On Insurance Co., Ltd.

" CHAN HE-WAN of Chai On Insurance Co., Ltd.

" LAI SIU-TUNG of Tin Shing Ship Bank.

" YUNG CHOW-PONG of Deutsch Asiatische Bank.

" TO YING-TING of Louts, Wegener & Co.

" J. T. LAUTS of Louts, Wegener & Co.

## Bankers:

THE NATIONAL BANK OF CHINA, LIMITED.

## Solicitors:

Messrs. JOHNSON, STOKES and MASTER.

## General Managers:

Messrs. LAUTS, WEGENER & Co.

The Company has been formed for the purpose of carrying passengers between Hongkong and Yau Ma Tei and such other places as may from time to time appear to promise satisfactory results and assist in meeting the demands of the growing passenger traffic from and to Hongkong and the East and West River of Canton.

Arrangements have been made to commence business at once with a Ferry Service between Yau Ma Tei and Hongkong.  
Hongkong, 4th April, 1900. [447b]

## INDIAN FAMINE FUND

## ENTERTAINMENTS.

The dates of these Entertainments will be THURSDAY, FRIDAY and SATURDAY, April, 19th, 20th and 21st, and the

Booking Office will be Open on Tuesday, 17th April, at 10 A.M.  
Hongkong, 11th April, 1900. [478b]

## GERMAN SCHOOL.

THE SUMMER TERM will commence on MONDAY, the 23rd instant, a.c. There are a few vacancies, and parents desirous to send their Children will please communicate with the undersigned.

PAUL BREWITT,  
Hon. Secretary.  
Hongkong, 10th April, 1900. [479b]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*KINSHU MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., via AMOY, SHANGHAI, KOBE, and YOKOHAMA.	FRIDAY, 20th April, at Daylight.
KANAGAWA MARU.....	NAGASAKI, KOBE and YOKOHAMA.	SATURDAY, 21st April, at Noon.
*E. W. Haswell.....	MOJI, KOBE and YOKOHAMA.	TUESDAY, 24th April, at Noon.
MIKE MARU.....	SHANGHAI, CHEMULPO and NAGASAKI.	TUESDAY, 24th April, at 4 P.M.
MIKAWA MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 27th April, at 4 P.M.
YAWATA MARU.....	MARSEILLES, LONDON, NEW CASTLE ON TYNE, and ANTWERP, via STRAITS, COLOMBO and PORT SAID.	FRIDAY, 27th April, at Daylight.
BINGO MARU.....		
M. Nielson.....		

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,

Manager.

## NORDEUTSCHER

LLOYD.

(Freight Service.)



## HAMBURG-AMERIKA

LINIE.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and Baltic Ports; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SIBIRIA.....	HAVRE and HAMBURG.	24th April.	Freight and Passage.
Braun.....	(LONDON with transhipment in HAMBURG)	10th May.	Freight and Passage.
*KONIGSBERG.....	HAVRE and HAMBURG.	May.	Freight and Passage.
Christiansen.....	(LONDON with transhipment in HAMBURG)	About 22nd May.	Freight and Passage.
BAMBERG.....	HAVRE and HAMBURG.	May.	Freight and Passage.
Jacobs.....	(LONDON with transhipment in HAMBURG)	About 6th June.	Freight and Passage.
SARNA.....	HAVRE and HAMBURG.	June.	Freight and Passage.
Fuchs.....	(LONDON with transhipment in HAMBURG)	About 20th June.	Freight and Passage.
SAMHIA.....	HAVRE and HAMBURG.	June.	Freight and Passage.
Ehlers.....	(LONDON with transhipment in HAMBURG)	June.	Freight and Passage.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 8th May, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 31st May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 26th June, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 14th April, 1900. [7]

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 21st April, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th May, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 9th June, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 21st April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

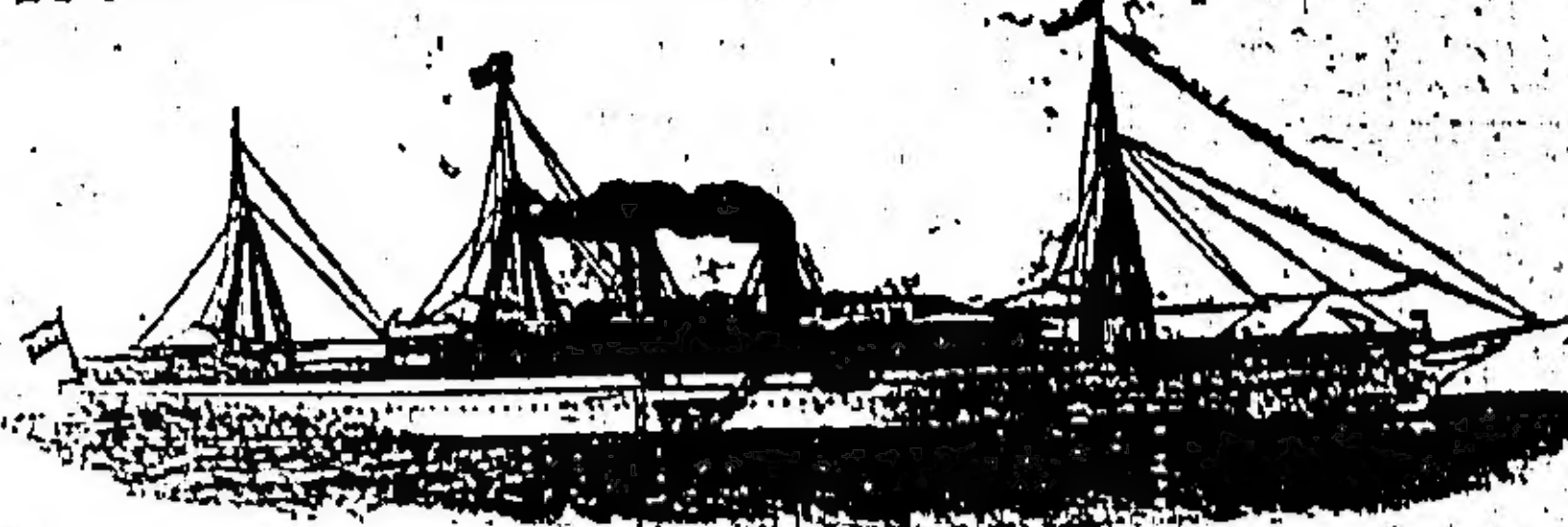
Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 27th March, 1900. [7]

## Mails.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 25th April.  
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 16th May.  
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 6th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITH UT CHANCE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. HAWKIN, General Agent, Pedder's Street. [3]

Hongkong, 14th March, 1900.

## CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The United States, &amp;c.

Carlisle City..... 3,002 about April 30

Strathgyle..... 3,023 about May 10

Belgian King..... 3,370 about June 5

Thyra..... 3,512 about July 8

THE Steamship

"ENERGIA,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via KOBE, YOKOHAMA &amp; HONOLULU, on THURSDAY, the 12th April.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, China and Japan. [28]

Hongkong, 12th April, 1900.

## NORTHERN PACIFIC

STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Breconshire..... 3,597 G. E. Elliot... April 21

Glenogle..... 3,750 W. Frakes... April 24

Queen Adelaide..... 2,832 F. McNair... May 5

Also

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire..... 2,874 W. A. Evans... May 19

Braemar..... 3,601 W. Watt... June 9

Monmouthshire..... 2,874 W. A. Evans... Aug. 4

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL &amp; CO., LIMITED, General Agents.

Hongkong, 14th April, 1900. [4]

## Intimations.

## THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

NOTICE is hereby given that the SECOND INSTALLMENT of \$5 per Share in respect of the 10,000 New Shares has been called up and Holders of such Shares who have not already paid this Instalment are requested to PAY the Amount of such CALL to the Undersigned at the OFFICE of the Company, No. 9, Praya Central, on or before the 30th April, 1900.  
Dated the 27th March, 1900.  
SHEWAN, TOMES & Co., General Managers.

497b] THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty Seventh day of March, 1900, the following RESOLUTION were passed.

1.—That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 27th March instant, and since duly registered, the Sum of \$1,250,000 be withdrawn from the Reserved Fund and be carried as of the 2nd July, next, to the Credit of Capital Account, each Share being credited with a Sum of \$25 as paid up thereon in addition to the Sum of \$50 now standing to the credit of each Share.

2.—That the Balance of \$4 per Share of the Unpaid Capital of the Company be called up, and that a CALL be and is hereby made of \$5 per Share upon all Shares of the Company and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according.

And Notice is also given that in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said day of July, 1900, at the Rate of Six per cent, per Annum, upon all Calls remaining Unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board,  
A. SHELTON HOOPER, Secretary.

Hongkong, 27th March, 1900. [493b]

## HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 362 for TEN SHARES of this Company, numbered 7165 to 7174, and dated the 20th May, 1893, in the name of FUNG WA CHUN, of Hongkong, having been LOST, a New Scrip for the same will be issued after One month from the date hereof, and the Original Scrip will be considered by the Company as Null and Void, and all persons are hereby warned against accepting or negotiating the same.

By Order,  
C. MOONEY, Secretary.

Hongkong, 30th March, 1900. [412b]

## THE GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 240 for 15 SHARES of the Company, numbered 28904/28918, in the name of PAUL JORDAN, Esquire, of Hongkong, having been LOST, a New Scrip for the same will be issued after One month from the date hereof, and the Original Scrip will be considered by the Company as Null and Void, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 29th March, 1900. [499b]